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HONGKONG, TUESDAY, JULY 22, 1919.

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

VIEWS AND NEWS OF HAVAS.

PARIS, July 16.
M. Clemenceau stated to the Deputies that the three years military service term could now be regarded as obsolete. Very soon it should be possible to revert to the two years service. The colonial army will play a big role in the military future of the nation.

Thousands waited to cheer Marshal Foch arriving at Victoria station, London, to take part in the procession on July 19.

PARIS, July 18.
The committee of the peace conference which had under consideration Italy's claims to the Austrian concession at Tientsin has reported for their rejection, America refusing to sanction the cession of Chinese territory, supported by England and France. Mr. Wellington Koo for the Chinese delegation opposed the granting of the concession to Italy.

A protest against the strike movement and all political strikes has been issued by the general agricultural confederation, which enjoins the government to do its duty in assuring liberty of action to all who desire to work.

Large orders have been placed in America by the French government for provisions of prime necessity to be put on sale in Paris.

Baron Bruner the head of the German delegation at Versailles is said to be accredited by the German government as charge d'affaires in France.

A decree has been signed calling into being a French economic council to co-ordinate and survey all measures against the high cost of living. The council will confer with municipalities, agricultural groups, commercial and industrial organisations, and co-operative societies.

STEAMER ASHORE.

ADEN, July 14.

The British steamer *Warman* bound from Batavia to Falmouth is ashore, six miles southwest of Ras Hafun and asking for assistance. The natives are gathering round the ship and swimming off to her. The crew are still aboard.

NECROLOGY.

LONDON, July 19.

Sir Percy Sanderson, K.C.M.G., who was Consul-General at New York till 1907, has died at the age of 77.

Major General G. A. Prendergast, Indian Army retired, has died at the age of 76.

PRATEL.

LONDON, July 19.

Pratel's conduct while British medical officer at Bagdad is under judicial investigation. Captain Eastwood, prosecuting, suggested that the accused thought the British were beaten and wished to ingratiate himself with the Turks. The case was adjourned till August 6.

FLIGHTY RAJAH.

LONDON, July 19.

The maharajah of Kashmir aeroplaned from London to Paris.

BRAVE INDIAN LANCER.

LONDON, July 19.

The King has conferred the Albert medal on trumpeter Mangal Sain of the 2nd Lancers, Indian army, for gallantly rescuing two British soldiers who were drowning at Beirut.

INDIAN PENSIONS.

LONDON, July 19.

A meeting of Indians in London has appointed a subcommittee to draft a memorandum to Mr. Montagu with regard to the amelioration of the scale of Indian pensions.

The I.C.S. *Wosang*, bound from Hankow to Swatow on July 3, ran into a lighter being towed near Silver Island Pass. The two craft came together on opposite helm, bow to bow, the collision bulkhead of the *Wosang* being sprung a leak caused in her bows which necessitated her putting in for repairs.

CAN YOU AFFORD THE RISK?

WERE you ever seized with a severe attack of cramp colic or diarrhoea without a bottle of Chamberlain's Colic and Diarrhoea Remedy in the house? Don't take such risks. A dose or two will cure you before a doctor could possibly be called, and it never fails even in the most severe and dangerous cases. For sale by All Chemists and druggists.

EARLIER TELEGRAM.

(Reuter's Service to the China Mail.)

PARIS PEACE PARADE.

A GREAT DAY.

PARIS, July 14th.

Huge crowds, some of whom had congregated since last night, assembled to witness the great Victory Parade in glorious weather.

The magnificently decorated route was protected by triple rows of soldiers. The chains which barred the *Arc de Triomphe* since the Prussian victory of 1870 were removed.

A cenotaph erected in honour of France's dead, near the Presidential grille, with four gilded figures of Victory, at the foot made an impressive feature of the pageant.

M. Clemenceau reached the stand at 7.45 a.m. and received a tremendous ovation. Guns immediately began the salutes.

President Poincaré arrived at 8.15 a.m. and deposited a wreath at the foot of the cenotaph. Marshal Foch and M. Clemenceau did likewise.

The procession was preceded by a detachment of 1,000 mutilated soldiers, some on stretchers—a very touching spectacle.

At 8.45 a.m. a French officer and two *poilus*, heading the procession, passed through the arch.

A band followed, preceding Marshal Foch and Marshal Joffre, riding side by side, accompanied by a glittering Staff. They received an overwhelming reception.

Then General Pershing led the Americans with their Regimental flag.

The Belgians came next, and then the marines leading a British detachment, and marching with wonderful precision.

At the head of the representatives of the British Army was Field-Marshal Sir Douglas Haig, followed by two colour-bearers. After him came the Guards with their famous band, and then the battle-colours, of which there must have been several hundreds, of all the regiments.

It was a splendid sight, for each was accompanied by a colour party.

The Highlanders accompanied by their skint pipes, who passed next, immensely interested the spectators.

A detachment of officers and men from all regiments brought up the British rear. General Diaz led the Italians, after whom came a small group of Japanese officers, the Greeks, Poles, Portuguese, Rumanians, Serbs, Siamese and the Czechoslovaks in the order named. All were tremendously cheered.

Then Marshal Petain, on a white horse, followed through the arch, heading the representatives of 21 French Army Corps, followed by Generals Castellan and Berthelot.

Line after line of bronzed *poilus* swung past, followed by African Colonial troops, the famous band, and then the artillery sections, French tanks and motor machine guns.

Four military aeroplanes hovered over the *Arc de Triomphe* throughout the passage of the procession.

IRISH POLICY.

MORE WAIT AND SEE.

LONDON, July 14th.

In the House of Commons, at question-time, Mr. Bonar Law stated that he could not say when the Government's Irish policy would be announced. The Government did not wish to postpone any part of its policy, but it did not wish to attempt anything without some chance of success. (Cheers.)

LONDON, July 14th.

Sir Edward Carson's speech, yesterday, has unfavourably impressed the Unionists, who deplore disturbing utterances at the present juncture.

Sir E. Carson's followers declare that the speech was really directed against the Sinn Feiners.

ARMENIAN MASSACRE.

LONDON, July 14th.

Details of the horrible massacres of Armenians in the Province of Karabagh, on June 4th, by the Turkish soldiers, were reported by Sultanof, the Governor of Karabagh.

The town of Chouchi was attacked, the fortifications captured, and the Armenians were pitilessly massacred.

The movement spread throughout the country. The Kurds massacred the population at Khapali, Cargajan and Pasouli. In other districts, the Kurds burnt, pillaged and destroyed everything, carrying off the women-folk.

The total dead exceeds 600.

It is reported that the Allied Commander in the Caucasus has arrested Sultanof.

INTERNATIONAL ECONOMICS.

LONDON, July 14th.

In the House of Commons, Mr. Bonar Law stated that the Supreme Economic Council still existed. It was considered desirable to continue some form of international economic co-operation, but precise measures had not yet been decided.

A QUICK MAIL.

LONDON, July 14th.

The R. 34 brought a batch of American newspapers, which were delivered in London in three days, nine hours, as compared with eleven days by the ordinary service.

U.S. SHIPBUILDING.

WASHINGTON, July 14th.

The Shipping Board announces that 118 vessels, of 678,883 deadweight tonnage, were delivered during June. This double the amount delivered in June, 1918.

SILVER.

LONDON, July 17th.

Silver is quoted at 64d. buyers and 64½d. sellers. The market is steady.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

COAL CAMOUFLAGE.

PARLIAMENTARY PROCEEDINGS.

LONDON, July 14th.

The House of Commons was crowded during the debate on the increase in the price of coal.

Sir Auckland Geddes, opening the discussion, emphasised the gravity of the point at issue, and rejected the suggestion that the increase was based on political considerations. (Cheers.) It was solely based upon the Government's realisation of the very serious position existing in the country in connection with the supply of the main source of power.

CARNS OF RAIL SHORTAGE.

Dealing with the causes that led to the serious reduction in the amount of coal available for use, he pointed out that the output of many mines was checked because waggons were not forthcoming as required owing to the slower unloading of waggons at the destinations, due to shorter railway hours. This showed that less work done in one industry reacted on other industries, and the work of the country was not being done. At present a pernicious doctrine was being preached that if a man did less work he left more for others, whereas the fact was that if he did less there was less for others to do.

It was freely alleged that miners or miners' representatives were not to be trusted. Sir Auckland Geddes emphasised the difficulty of getting steel rails, machinery and tubs for mines, which was accentuated by the shortening of hours of labour in the steel and other industries.

It was freely alleged that miners, after earning enough money in the course of the week, did not continue to work. This was, probably, true, because the percentage of absentees had risen from under eleven in 1913 to thirteen in May, 1918, although recently it was reduced.

NATIONAL EFFORT INDISPENSABLE.

His view was that the wide range of the causes of the coal shortage could neither be rectified immediately nor by any individual body, but that national effort was indispensable. The pithead price of coal—25s. 4d. per ton—included 21s. 10½d. paid as wages. This coal was sold in London at 48s. 6d. per ton.

Sir Auckland pointed out that the 6s. increase pre-arranged in 1914 per ton from the export price, but these were falling very rapidly, and, if they disappeared, the price of coal would immediately rise by a further 15s. 4d. per ton.

EFFECT OF CRISIS ON THE INCREASED PRICE OF COAL.

Some of the effects of the increased price of coal would be the increased price of pig-iron by 15s. to 20s. per ton; of steel from 25s. to 30s. per ton. The price of textiles would rise by 4 per cent.; that of machinery by 12 per cent.; and that of chemicals by 10 per cent. This was a very serious matter to the whole nation, because we were losing the national income from exports. For example, steel-rails in Great Britain would cost £17 10s. per ton; ship-plates, £19 10s. per ton; and 25s. 10s. per ton; and pig-iron 25s. 10s. per ton; while the United States' prices were £10, £14, £11 15s., and £2 respectively.

The key to the whole situation was the output of coal during the coming twelve months.

ESTIMATING THE YEAR'S OUTPUT.

In estimating the output for the ensuing year, the Government were only reckoning on a ten per cent. reduction in spite of the shorter hours. Reducing by 12 per cent. the average price, export bunker coal was estimated at 25s. per ton. The Government expected £61,250,000 from the export of coal. This would leave a deficit of over £49,000,000.

He anticipated that exports would fall off, owing to the very keen American competition, i.e. Atlantic ports, £1 per ton, plus the geographical advantages of delivery to some places.

AMERICAN COMPETITION.

There was also the American oil competition to be considered. The Americans, furthermore, were offering long-term coal contracts, which would be likely to compel similar contracts from the British, thereby reducing the profits.

GLUMMY OUTLOOK.

If we had no coal to export, our ships must go out in ballast; exchanges would go against us; and our goods would cost us more. This was no time for any section of the community to think its interests were separate from the interests of the whole country. (Cheers.)

In order to steer successfully through the dark, anxious days ahead, we must recover the spirit of patriotism.

THE MOST URGENT NEED.

The most urgent need of the country was an increase of production.

He urged the miners' leaders to appeal to the miners to exert their utmost efforts. (Cheers.)

MINERS READY TO CO-OPERATE.

Mr. Bonar Law complimented the Government for raising the price of coal without consulting the miners, who resented the way they had been treated, but the miners were patriotic and realised the seriousness of the situation, and were ready to co-operate with the Government most cordially.

LONDON, July 14th.

In the House of Commons, at question-time, Mr. W. C. Bridgeman stated that the average pithead price per ton of coal in England, including the 6s. increase, was 25s. 4d. in the United States, it was 11s. 5d.; in Natal, 10s. 7d.; and in India, 6s. 10d.

Three hundred members of the House of Commons, from all Parties, including Lord Hugh Cecil, Mr. Horatio Bottomley, and Mr. Kennedy Jones, have memorialised Mr. Lloyd George opposing the nationalisation of mines.

HIGH PRICES AT HOME.

GOVERNMENT CLAIMS TO BE ALIVE.

LONDON, July 14th.

In the House of Commons, Mr. Bonar Law stated that the Government was fully alive to the seriousness of the question of high prices of commodities, and proposed immediately to establish a Select Committee of Enquiry. Meanwhile, the Government was carefully considering steps which could be taken without delay.

BUSINESS NOTICES

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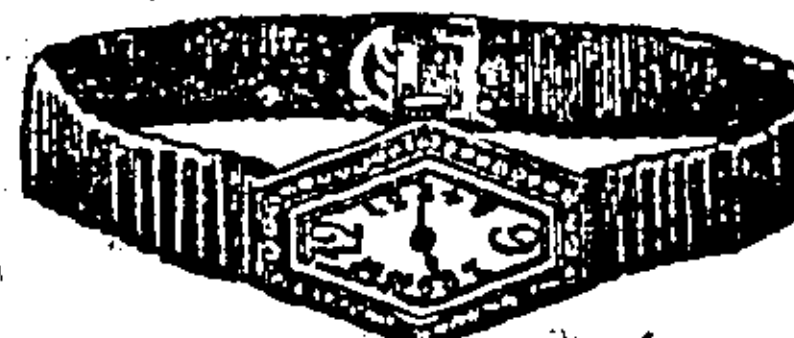
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Our brands are:—

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HAPPINESS (Blue and Red Labels).

Our Flour has been awarded a "Panel of Honour" by the ex-Pres. General Li Yuan-hung for superiority.

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NOTICES.

G. P. LAMMERT.

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AND SURVEYOR.

Public Auctions.

INTIMATIONS.



WITH regard to his previous notice, the Colonial Secretary begs to announce that all men who joined His Majesty's Forces at home or elsewhere, and who are now in Hongkong, should send in their names to him without delay.

COLONIAL SECRETARY'S OFFICE.

Hongkong, July 14, 1919.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND of THREE and HALF DOLLARS per Share for the six months ending June 30, 1919, will be payable on MONDAY July 22, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY July 19, to MONDAY July 22, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, July 9, 1919.

THE HONGKONG CENTRAL ESTATE LIMITED.

AN INTERIM DIVIDEND of FOUR DOLLARS per Share for the six months ending June 30, 1919, will be payable on MONDAY July 22, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY July 19, to MONDAY July 22, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

By Order of the General Managers,
Hongkong, July 9, 1919.

THE WEST POINT BUILDING CO., LTD.

AN INTERIM DIVIDEND of THREE DOLLARS per Share for the six months ending June 30, 1919, will be payable on MONDAY July 22, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY July 19, to MONDAY July 22, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

The Hongkong Land Investment & Agency Co., Ltd.

General Agents for the
West Point Building Co., Ltd.

Hongkong, July 9, 1919.

NOTICE AND CAUTION.

KOWLOON INLAND LOT 176.

THE Deeds and Documents relating to the above Property having been stolen in China from the possession of the Owner, the Public is hereby cautioned not to enter into any negotiations regarding the same without reference to the undersigned.

Dated the 17th day of July, 1919,
LEO D'ALMEIDA CASTRO,
Solicitor for the Owner.

NOTICE.

ALL PERSONS with the exception of those of Chinese race desiring to leave the Colony should apply to the person between the hours of 9 a.m. and 4 p.m. to 4 p.m. daily at the PASS OFFICE, Post Office Building.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register their names under the REGISTRATION OF FOREIGNERS ORDINANCE 1918. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$20.

MUMEY A.

Japanese Photographers.

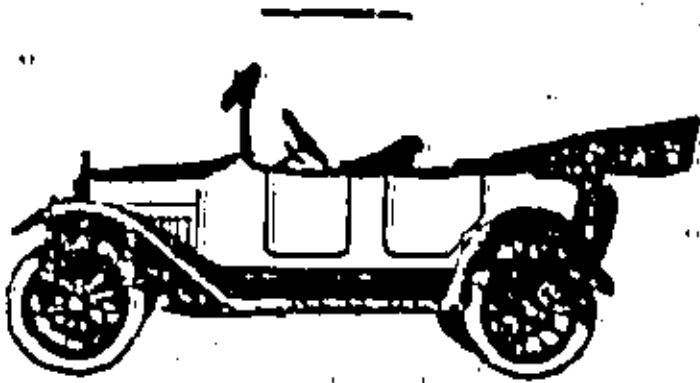
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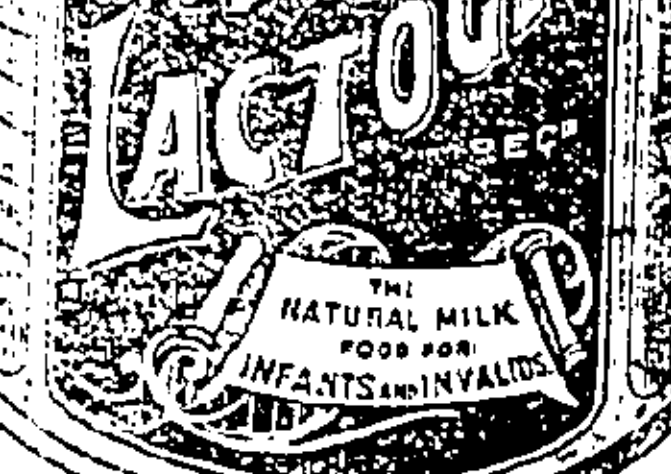
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Agents for Hongkong and South China,
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65 cents per lb.

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Every kind of Footwear

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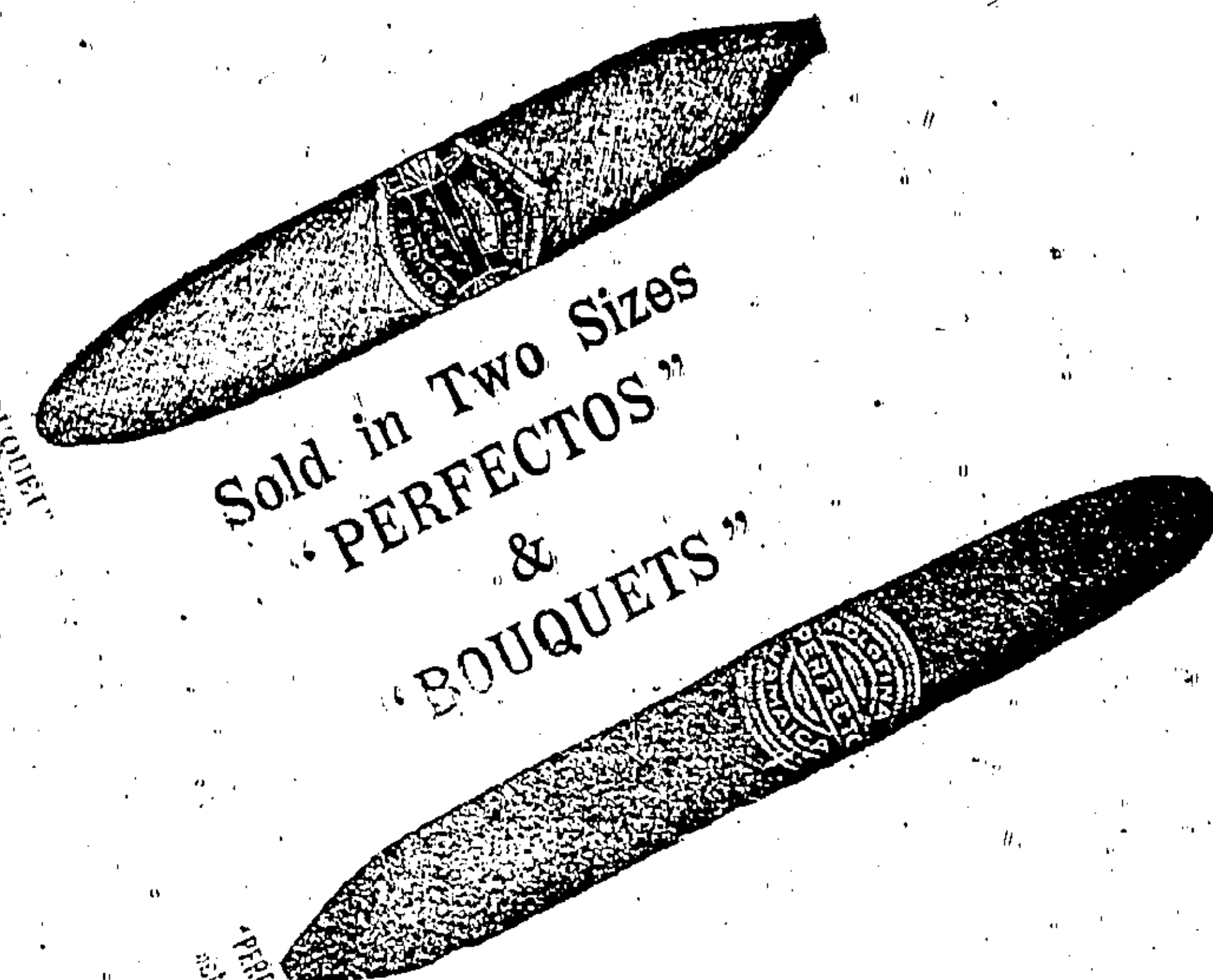
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GOOD SMOKE.Sold in Two Sizes
"PERFECTOS"
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"BOUQUETS"Obtainable at all
High-class
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This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

GIFT TO LORD BERESFORD.

Mr. William Warren de la Poer Beresford, of Sunninghill Park, near Ascot, who died on January 28, left an estate valued at £432,533 10s. 4d. He gives an annuity of £1,000 to his uncle, Admiral Lord Beresford, £2,500 to his old tutor Cecil Augustus Headle, and £2,500 to his old nurse A. M. N. Thiencken.

STORY OF 64 R.A.F. DOGS.

A case of dog-madness near Abercromby was confirmed on June 2, bringing the total number of outbreaks to 292. The Board of Agriculture have received information that in the R.A.F. camp at Hythe there are 64 dogs. While they have no evidence of the antecedents of these dogs, they doubt whether the animals are all British or have undergone quarantine. The attention of the Air Ministry has been drawn to the dog.

ROTTERDAM CONSUL-GENERAL.

Mr. Botwinaky asked in the House of Commons on June 2 whether Mr. Ernest Mayne, our Consul-General at Rotterdam, who is to succeed Mr. Hearn as Consul-General at Paris, is of German origin and at one time served in the Prussian cavalry. Mr. Cecil Harmsworth, Consul-General at Rotterdam, said in the House of Commons on June 2 that Mr. Hearn, who is to succeed Mr. Hearn as Consul-General at Paris, is of German origin and at one time served in the Prussian cavalry. Mr. Cecil Harmsworth, Consul-General at Rotterdam, said in the House of Commons on June 2 that Mr. Hearn, who is to succeed Mr. Hearn as Consul-General at Paris, is of German origin and at one time served in the Prussian cavalry.

CHURCH SHARE-OUT.

The Bishop of Exeter (Lord William Gascoyne-Cecil) in his visitation charge recently said he should like Church funds of the diocese to be regarded as belonging to the diocese and not to individual parishes—including the incomes of the cathedral body and of the bishop.

Out of the fund the incomes should from time to time be redistributed according to the needs of the diocese. The incomes of the parishes might be transferred to the archdeaconries, for he was convinced that endowed archdeaconries would contribute far more to the efficiency of a diocese than any increase in the episcopate.

The members of the cathedral chapter advised the Church from their own intrinsic merits, but he could not truthfully say their office was in any way indispensable to the Church. The income of the dean might be used to provide a stipend for the suffering bishop.

MEDAL FOR "SPECIALS."

The King has approved the issue to the special constabulary of a medal (with ribbon) to be called the "Special Constabulary Long Service Medal." The conditions will be announced shortly.

By authority of the Chief Constable, the metropolitan special constabulary were to be released from continuous service from noon on Monday, June 15.

CRICKET CONTRASTS.

It was like the old days of Surrey cricket at the Oval on Saturday, May 31, when the Australian I.P. touring side met the Surrey eleven. Thousands paid for admittance, and the free seats were occupied before the game began. The number who paid was 8,250, and with the wounded soldiers and sailors admitted free, it was estimated that at least 10,000 people were on the ground. It was an ideal day for the great crowd, who watched a very interesting game.

At Lord's, where Hiest and Kisher played a mastery game, the attendance at the match between the M.C.C. and Yorkshire was but 3,000. Not only were there free seats but a man might almost have had a free stand to himself. Stands built to accommodate thousands were occupied by mere dozens. Some stands were entirely deserted.

"WHITE DEVIL" AND WOMAN SPY.

The story of a woman being denounced as a spy was told on May 31 by Capt. W. H. Hatcher, master of the Guard steamer "Phrygia," which has just returned to Liverpool after transporting nearly 400 Russian and Greek refugees from the Crimea to Constantinople.

Among the guests at a dinner in a British warship in Yalta Harbour, he said, "was a fascinating woman about 26 years old, who in the middle of the meal was denounced as a spy by a member of the secret police, a Cossack Royalist known as the 'White Devil.' He wanted to shoot her there and then, but eventually she was taken ashore."

"When arrested she was quite calm, and exclaimed: 'I know my penalty. I suppose I am to be shot.' The 'White Devil' said the woman had caused 7,000 officers to be shot by denouncing them to the Bolsheviks."

ADMIRAL CRADOCK.

Replying on June 4 in the House of Commons to Commander Bellairs, Mr. Walter Long said the Board of Admiralty did not receive a protest from Admiral Cradock before the battle of Coronel in regard to his instructions. Mr. Long also said he had no knowledge of charges against this gallant officer's memory to which Commander Bellairs referred, and could not imagine that any man whose opinion was worth a moment's consideration would speak otherwise than in the most grateful terms of the memory of one whose reputation in the Service was one of which any public servant might be proud.

NOT WANTED.

The United States has now twice refused to admit Paul Freeman, an American who was deported from the Commonwealth. When the "Sonoma" returned to Australia with Freeman on board for the second time, he decided to go on hunger strike.

This lasted a week, when his condition became so serious that a public outcry was raised, with the result that the lumper refused to work, the crew threatened to leave the ship, and a crowd attempted to rush the ship.

The position was growing serious when the news was received that Mr. Watt, the Acting Prime Minister, had decided to allow Freeman to disembark, so that his case might be brought into the courts.

The man denies that he belongs to the Independent Workers of the World and that his parents are German—Reuter.

EXONERATED BY DYING MAN.

At the inquest on Sir Victor Buxton at Epping on June 2, Frederick Pillingham, motor-car driver, said the motor-car was going along the drive in Warles Park Sir Victor fell out, the car passing over his leg.

He handed to the coroner a letter from Sir Victor, stating: "You helped me well. I am much obliged to you. The accident was through no fault of yours. I was changing from one seat to another and fell out. It was his first day in the service of Sir Victor."

Sir Victor, it was stated, had compound fractures of both bones of the left leg. The leg was amputated, but death was due to blood poisoning following the injuries. A verdict of Accidental Death was returned, and on the application of Sir Thomas Buxton, the new baronet, the jury exonerated the driver from blame.

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PUBLIC AUCTIONS



PUBLIC AUCTIONS.

THE Undersigned have received instructions from H. M. Naval Store Officer, to sell by Public Auction.

THURSDAY,

July 24, 1919, commencing at 10 a.m.,
at H. M. NAVAL YARD, Hongkong.
A quantity of Old Metals, &c.,
comprising:—

Brass Borings, uncleaned,
Brass Tubes, Scrap Brass, &c.,
Old Copper Sheathing, &c., Old
Lead,
Manganese Bronze and Gun Metal,
Zinc Slabs and Ashes,
Old Aluminium, White Metal,
&c., &c.

Terms of Sale:—As detailed on
Catalogue.

HUGHES & HOUGH,
By Appointment Auctioneers
to the Admiralty.
Hongkong, July 15, 1919.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),
on

FRIDAY,

July 25, 1919, at 10.30 a.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Lee House Street.

Sundry Household Furniture, &c.
One Billiard Table by Burroughs &
Watts with accessories (to be
sold without reserve).

Two Pianos (new).
One Ricksha (very good condition).
Two Sewing Machines, Ladies saddle,
Typewriters, Piece Goods, Wire
Ropes, &c., &c.

Terms:—Cash.

HUGHES & HOUGH,
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Hongkong, July 21, 1919.

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Furnished for 12 months No. 37 The Peak (No. 1 Stewart Terrace) containing 3 Bedrooms and bath-rooms, hot and cold water, Drying room, Dining room, Drawing room, Sitting room and usual offices and servants' quarters, also large garden. Possession 15th July.

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At the beginning of July will
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Corner of Queen's Road Central
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Madame Flint desires to announce to her Customers that
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Please notice The Breezy Garage is giving Special quotations with the latest and newest design CARS ON HIRE for the coming Season.
CHANDLER 7 passengers \$8.00 per Hour.
HUDSON SUPER SIX 7 " " " " \$7.00 " "
OAKLANDS 4 " " " " \$6.00 " "
Wise patrons never go wrong once they decide to patronise us. Weekly or monthly trips can be arranged at the Office.

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Drink less patent medicine
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Just landed a large stock of Goodyear and Goodrich Tyres and Tubes at lowest prices. Sizes 34 x 4 and 32 x 4.
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五 一 德 行 提 國 贈 同 無 製 律
號 百 輪 所 倡 貨 香 應 登 香 烟

WORRIED WINSTON.

Mr. Winston Churchill, British Secretary of State for War, according to a pretty little story told by the Morning Post, was desirous of purchasing some hay for use at his country residence. A neighbouring farmer was willing to supply it, but pointed out that the purchase could only be effected through the Divisional Purchasing Officer. Thus Mr. Churchill discovered that he was forced to pay 54 10s. a ton more for the hay than the farmer was willing to accept privately. Fuming with indignation, Mr. Churchill wrote to the President of the Board of Agriculture, confessing that he was a child in these matters, but extremely curious as to the official necessity for an order having such a disastrous result on the price of hay. The letter drew from the urbane Lord Ernle (Mr. Frothero that was) a reply to the effect that Mr. Churchill's curiosity was shared by the Board of Agriculture. The order in question was made by the Secretary of State for War and Lord Ernle suggested that inquiries at the War Office might lead to a solution of the matter. The correspondence then ceased.

A RESULT OF DISORDERS.

There seems to be an ever-increasing crop of disastrous consequences of the recent disturbances which inevitably fall on the provincial landowners and fellahs. Attention has already been drawn to the loss due to the escape of water from the Assuan reservoir and the damage to railways. It now appears that for two months it was impossible for veterinary inspectors to exercise their usual control over rinderpest and other epidemic diseases, and this fact has entailed a great extension of the plague. The movement of the cattle into infected areas was unrestrained, diseased cattle were not isolated, and protective inoculation was suspended, and even now cannot be carried out expeditiously in many places in Upper Egypt. The result is that the provinces are now faced with a severe and widespread epidemic, which will naturally react on agriculture generally, seeing now how largely it depends upon the cattle of the country. A good bull costs £40, but the indirect loss is probably out of all proportion. The infected provinces are Assuan, Giza, Assiut, Fayoum, Gharbia, Sharkia, Gharbia, Manufia, Behera, and Dakahlia.

PUBLIC AUCTION.

THE Undersigned have instructions from the Liquidator of the trade and personal affairs of GUSTAV ADOLF GEORGE FRIEDLAND deceased in pursuance of an Order of the Hongkong Government to sell by Public Auction, on

WEDNESDAY,

the 23rd day of July, 1919, at 3 o'clock in the afternoon at their Auction Rooms at No. 8, Des Voeux Road Central,

THE VALUABLE LEASEHOLD PROPERTY

situate and being Farm Lot No. 40 and known as "Villa Miramare," Pokfulam, Hong Kong, in One Lot.

There is a five roomed bungalow with outbuildings and garden situate on the property.

A small electric light plant is installed.

The boundaries of the lot are not accurately defined, but it is intended that they shall be adjusted by the Government so that the purchaser shall have an area of 16½ acres.

The property is held for the residue of a term of 75 years from the 25th June, 1861. It must be clearly understood that the lease will not be extended beyond the present term.

The Crown Rent is \$48 per annum. The property is offered subject to a reserved price.

Particulars and Conditions of Sale may be had from

Messrs. DEACON, LOOKER,

DEACON & HARBSTON,

Solicitors for the Liquidator,

or from

Messrs. HUGHES & HOUGH,

The Auctioneers.

PUBLIC AUCTION.

PARTICULARS and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 28th day of July, 1919, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot, of GRASSY LAND at Kennedy Road in the Colony of Hongkong, for a term of 75 years, commencing from 2nd October, 1908, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.

No. of Sub-Registry No.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Approximate Area in Acres.	Approximate Area in Acres.
1	At the end of the road, bounded by the road and the road.	100 ft. by 100 ft.	1/4	1/4	1/4
2	At the end of the road, bounded by the road and the road.	100 ft. by 100 ft.	1/4	1/4	1/4
3	At the end of the road, bounded by the road and the road.	100 ft. by 100 ft.	1/4	1/4	1/4
4	At the end of the road, bounded by the road and the road.	100 ft. by 100 ft.	1/4	1/4	1/4
5	At the end of the road, bounded by the road and the road.	100 ft. by 100 ft.	1/4	1/4	1/4
6	At the end of the road, bounded by the road and the road.	100 ft. by 100 ft.	1/4	1/4	1/4
7	At the end of the road, bounded by the road and the road.	100 ft. by 100 ft.	1/4	1/4	1/4
8	At the end of the road, bounded by the road and the road.	100 ft. by 100 ft.	1/4	1/4	1/4
9	At the end of the road, bounded by the road and the road.	100 ft. by 100 ft.	1/4	1/4	1/4
10	At the end of the road, bounded by the road and the road.	100 ft. by 100 ft.	1/4	1/4	1/4

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With LEA & PERRINS' SAUCE,
a few drops sprinkled over the meat,
fish or cheese, &c., are all that is
required to impart the most delicious
piquancy and flavour.

The QUALITY and concentration of its
ingredients make a little of this sauce go
a long way.

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The Original and Genuine
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NEW STOCKS

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LADIES'
WHITE SHOES

IN

Canvas, Buckskin
Suede, & Kid, etc.

IN

All Sizes.

DEATH.

McGREGOR.—At the Peak Hospital, on the 21st inst., Alexander McGregor, chief engineer, aged 47. The funeral will pass the Monument at 6 o'clock this evening.

BIRTH.

FRASER.—On July 14, 1919, to Mr. and Mrs. W. D. Fraser, Hong Kong (Chinese Maritime Customs Service), a daughter.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, TUESDAY, JULY 22, 1919.

THE COAL BLUFF.

So the House of Commons was crowded for the coal debate. It was sure to be. The vested interests are alarmed at the signs of the times. They will soon be asking the traitor Carson for the loan of his Ulster Volunteers, and going down gallantly like the German navy at Scapa Flow. Sir Auckland Geddes "rejected the suggestion" that the announced increase of six shillings a ton was "based on political considerations." Presumably this means that he said it wasn't. It is possible that he believes it wasn't, so we mustn't refer to Ananias. Let us refer instead to Robinson Crusoe. If Sir Auckland Geddes believes there wasn't a political trick behind that announcement, he's as lonesome as Crusoe. He's about the only man who does or can believe it.

At best he is not well informed. If you read the telegraphic condensation of his speech, you'll see that he tried to score politically against one set of workers. He attributes the decreased output at some mines to a shortage of waggons, "due to slower unloading owing to shorter railway hours." You see? No political consideration there—only a slap at the "lazy" railway workers. He could have libelled two birds with one speech if he had added, which is quite true, that the miners have been working less hard than they were, and taking more leisure.

What the Gang, the Ruling Class, have not discovered is that in demanding higher pay the workers were not actuated by greed for money. Vested interests cannot understand that, because profit is their one dominating idea. Few realize how hard the manual labourers worked during the war. Now they are keen on leisure, and have learned

that it is possible and that they have a right to it and a need for it. If all the profits of all the mines were divided amongst the miners, the output would not be increased, much as the political economists wish it. These men are out for an easier life. It is not for people whose "work" is clean and safe to blame them. It is for everybody talking or writing about this subject to realize that no amount of figures, or arguments, or moralizing, will alter that fact—that the workers are going to take things easier. All must do their figuring with that factor realized, or they waste their time.

As for the shortage of waggons, one central control of our railway system would have remedied that. It was proposed, and the vested interests, the parliamentary Gang included, rallied to oppose it as they are now fighting against nationalization of mines.

With regard to the figures, the estimates, the ifs and ans of the coal trade, with which the Gang so glibly plays, we are not going to bother considering them. That sort of kindergarten logic has lost its power to hypnotize the public, as the Gang will find out.

We are rather surprised that Geddes had the cheek to include the factor of American competition in oil fuel, for that draws attention to a matter about which we have a short article on page 5 (See "Whose oil?") Lord Cowdray or his firm should certainly be paid something for their services in the oil prospecting job at home; for which the Gang put up the money; but why propose a fat royalty in perpetuity for people who have done nothing? The reason is that the ruling class regards the country purely as its own milk cow, and is loyal always to its breed, even when of different Parties. The point about gold or silver being reserved by the State is worth remembering. In England coal is, and oil probably will be, more precious than all its gold. Oil royalties should stop, without compensation, because the owners have had far more than their due long ago.

Half of the Gang, "representing all parties," says Reuter, as if in such a matter there was ever more than one Party, the vested interest party, have memorialized Lloyd George against the nationalization of the mines. Before 1930, it is a fairly safe prophecy, mines, railways, and land will be nationalized. If nationalization necessarily meant administration by the Gang (as the muddled-up Shipping Control was) we would be against it. But it doesn't. They will (in 1930 or before) take the experts, the men who savvy the job, and pay them wages. If a Duke, an owner of mines, is such a smart fellow as some of the Gang's papers have been saying he is, they will employ him to "carry on." They

may even conscript him. The stoppage of the royalty squeeze, and of profiteering, will pay for all. But listen to Geddes, who is absolutely innocent, mind you, of political considerations. "This is no time for any section of the community to think its interests are separate from the interests of the whole." (Loud cheers.) Of course there were loud cheers, for he was talking at the over-worked miners and not at the Dukes. He was talking at those whose only sure estate is joy of living, and not at vested interests. Rather than see the old system maintained, rather than see the few "enjoying luxury at the expense of over-work and drab lives for the many, many people would see the trade of the country "go west," the State in bankruptcy, and a new start made. These we call Bolsheviks. It is to be feared they are numerous. They will not become dangerous if by Labour and the bourgeoisie the Gang can be ousted and vested interests made to play the game.

We observe in another telegram that W. C. Bridgman told the House of Commons that the average pit-head price of coal in England is 29s 4d and in the United States 11s 2d. This may be true. If it is, we would like to know the reason for it, because it isn't that the English miner gets better pay. So far as conditions, hours, safety, comfort, etc., go, the American miner is much better off.

So far as nationalization goes, we do not quarrel with the old argument that free competition is better for the consumer. It is true. But it is also true that there isn't competition now. They are all in a gang together, a gigantic, undocumented combination against worker and consumer. And that's how you are diddled.

ONE MAN RULE.

Sir Reginald Stubbs, unless he has altered, is not the sort of man to give way on a point like that now raised, about the Executive Council usurping the legislative function. Local newspaper articles will not help. Speeches in Council will not soften Pharaoh's heart. Mr. Alabast "just do something drastic." A letter addressed to every member of the House of Commons might start something. The position is quite simple, the principle at stake plain. The local practice is to pass an elastic ordinance the full effect of which is never realized until the Executive Council (which with a "strong" governor means His Ex) starts to stretch it. The regulations or by-laws made "by virtue of an ordinance" can sometimes surprise the parents of that ordinance, and under the system which we now want to alter, they are arbitrary and secretly decided. We have no warning and no voice, except the complaining voice that comes too late. "Objects and reasons" can be wonderfully vague explanations that don't explain. There's one in the last Government Gazette which gives the Governor power to prevent people residing in a certain area. We wondered why, and turned to "objects and reasons." There we learned that the object and reason was to give the Governor power to prevent people residing in a certain area, which is even less informative than the famous definition of an archdeacon, that he is one who performs archidiaconal functions. In the days of Hercules Robinson the Executive Council was set up as above criticism, and the functions of the Legislative Council confined "strictly to legislation." When was the new change made? Let the legislators legislate and the executives execute—that is all we are now asking, and we are told it would be "an entirely new principle." No one dare submit, surely, that regulations and by-laws under an ordinance are not an integral part of legislation, or law making? If that be plainly contended, the issue is easy, and the verdict in no doubt. Our Legislators have given us a law requiring decency in public. The Governor in Council, on the present alleged status, could make a regulation "by virtue thereof" that brown boots are indecent. If these lawyer chaps are going to cite the Hongkong Charter, we are lost, for that makes the legislative council an interloper on its own ground. In a Crown Colony it is doubtful if we have any rights worth mentioning, legally, but in practice they will find it difficult to resist the progressive movement. We belong to a free country and if we make noise enough, we will get such things put right in time. The Government's legal rights are unquestionable. A policeman at Home can make himself a nuisance by virtue of some Act of Carolus Rex, but by virtue of Twentieth Century public opinion he can get the sack if he does. That's the position.

RATS!

There is a gentleman called Rodier in Melbourne who is willing to bet £500 that his method of exterminating rats is the best possible. He has sent us some literature which we have read carefully because the rat nuisance is serious here. Mr. Rodier contends that man himself has increased the pest by indiscriminate killing. He reasons this way. The

male rat is the "adventurous one." "Not having family cares to attend to he travels about more than the females do, and is thus more liable to capture. The excess of females causes polygamy, which means more prolific females, and an excess of females in the litters, and thus the evil and its cause is continued. By releasing all captured male rats, and killing all females, polyandry will be substituted for polygamy, and polyandrous animals are less prolific and produce more males than females. When this is done the males will persecute the females and stop them from breeding. They will also kill the young that are born. When all the females are gone, the race must die out. Mr. Rodier claims to have proved this in the case of the Australian rabbit. His method is to cut off the tails of male rats caught, and then release them. He is quite the literary man, and closes his argument with this little poem:

For boards of health and councils may come,
And boards of health and councils may go,
But the rat (under present methods of destruction) goes on for ever.
With apologies to Tennyson.
The apologies were not uncalled for.

BRUSSELS.

One by one the war time lies are exposed, but who remembers the stories of Brussels undermined and damaged and sad? A brother of a member of the *China Mail* staff who was in the *Arcturion* of August 8 was moved about Flanders after the armistice. He got eventually to Brussels and found it much more "gay" than places like Rouen, Havre, Amiens, etc. He hints pretty plainly that it is too gay, and adds "it certainly shows no outward signs of its recent occupation by the Huns."

A PROTEST.

We protest at the habit these naughty Police Reserve officers are getting, of running away to Japan when we scold them. Now they tell us that Mr. Franks went off just before our article appeared. We will save a copy for him for when he gets back.

LOCAL AND GENERAL.

Today's dollar is worth 3s. 6 15/16d.

Fifty-one per cent. of the two million American soldiers sent to France were conveyed in British ships, their passage costing £14,000,000.

Some of the girls attending the St. Mary's School, Kowloon, have subscribed for six mosquito nets to be sent to Siberia for the use of British troops.

The Kwong Kwai Photographers' Association at 60 Queen's Road Central and Mee Cheung both have many photographs of the Peace Celebrations.

The Hongkong Tramway Company's traffic receipts for the week were \$20,205, or \$4,301 more than last year. The aggregate receipts for 29 weeks were \$424,839, or \$30,669 more than last year.

From August 1914 till the end of 1918, the Japanese shipping receipts from abroad were ¥1,084,057,000 in all, which consisted of ¥243,629,000 in charterage, ¥644,400,000 in freightage, and ¥196,028,000 from ship's sales.

It is reported that the N. Y. K. s.s. "Tsushima Maru," 6,988 tons, collided with a steamer and sank out-side New York Harbour on June 26. She had left New York for Japan, via Colon, on June 25, fully laden with iron materials and general cargo.

Mr. Lloyd George refused many offers of presentation pen. The one he used for signing the Treaty of Peace was a gift from Mr. R. Morris, M.P. for North Battersea, and a personal friend of the Prime Minister. Mr. Morris was at considerable pains to match the pen which the Premier has ordinarily used—one broad, firm, yet moderately resilient. He succeeded, and the pen, with capacious ink reservoir in pure gold, was sent to Versailles. It was engraved with an inscription in Welsh. Mr. Lloyd George informed Mr. Morris with that pen he would affix his signature to the Treaty.

The Osaka Shosen Kaisha has entered into a special agreement with the British India S. N. Company with regard to shipments from the Far East to the East coast of Africa. The shipment from Japan ports to Bombay will be undertaken by the Osaka Shosen Kaisha, while the shipment from Bombay to the East coast of Africa will be attended to by the British India S. N. Company. The freight rates agreed upon between the two companies regarding the shipment from Bombay to East Africa are 45 rupees to Mombassa and Zanzibar, and 62.5 rupees to Mozambique.

LOCAL AND GENERAL.

Thessa. "Daitoku Maru" brought 1,880 tons of coal from Keelung yesterday.

Ash coolies in Kramer street quarrelled. One is in hospital stabbed. The other is in custody.

A Japanese had three pistols, three revolvers, and 103 cartridges. He was fined \$1,000, or nine months jail.

The s.s. "Hokushin Maru" arrived yesterday with 1,300 tons of coal and 1,628 packages of general cargo for here.

Through the blowing out of the breechlock of a 12-inch gun on the Japanese battleship "Kashima," during manoeuvre practice in the Bay of Saeki, on June 18, four of the gun crew were seriously hurt.

Conductor A.W.E. Davidson, Supply and Transport Corps, Indian Army, was awarded the Meritorious Service medal in the Birthday Gazette, for valuable services rendered in connection with the war.

Last week's communicable disease was five cases of plague, three of cholera, one of diphtheria, two of enteric, one of paratyphoid, and three of C.S. fever. One more case of cerebro-spinal fever has been notified since.

A Chinese, a chair coolie of No. 131 The Peak, was leaning over the verandah to light a lantern when he fell to the ground and received a double fracture. He was removed to the G.C.H., and is considered out of danger.

A collision took place between the O.S.K. s.s. "Tencho Maru," 2,922 tons, from Dairen to Moji and the s.s. "Kishima Maru," 945 tons, in the Inland Sea on June 24 in a dense fog. Each steamer sustained but slight damage.

H.M.S. "Cadmus" left Tientsin for Weihaiwei on the night of July 2, carrying Admiral Tuden, who arrived in the evening from Peking, and goes for the summer to the northern headquarters at Weihaiwei, where other ships have already arrived.

The T.K.K. s.s. "Siberia Maru" left San Francisco on June 19, and arrived here this morning. She brought nearly 1,000 tons of provisions, oil, beer, matches, tin, gold coin, etc. for Hongkong. Her passengers were 47 cabin and 193 deck.

Sergt.-Major W. J. Heath, R.G.A., Staff Sergt. H. J. Loder, R.A.M.C., Staff Sergt. A. Lyth, R.A.S.C., and Q. M. Sergt. Ovenden, R.E., of the local garrison were awarded Meritorious Service medals in the Birthday Honours Gazette for services in the Colony during the war.

The war record of Ceylon, both in the matter of men and money, is a proud one. As near as can be ascertained Ceylon men who went on service, excluding Sanitary Corps and others recruited for service in Mesopotamia and East Africa, were approximately 1,573; wounded, approximately 355; killed, died of wounds or on service, approximately 320.

The death occurred, at the Nursing Home, Shanghai, on July 8, of Mr. G. B. Cramint, late chief engineer of the Indo China s.s. "Esang." A native of Sunderland, he was 51 years of age and joined the Company in February, 1892, being promoted chief engineer in August 1899. He served in Mesopotamia in the s.s. "Kwongsang," but had to be invalided back to China from Rangoon.

Several influential Chinese propose to establish a cotton factory at Pootung with a capital of \$1,000,000. Each promoter has agreed to invest \$25,000 and a sum of \$600,000 has already been collected. Mills on the forty-mow of land at Pootung which has been bought by them are now under construction. The company will be called the "Hang Tai Cotton Manufacturing Company."

The Carranza Government will subsidize a Japanese steamship line, providing trans-Pacific and coastwise travel daily, a daily newspaper in Mexico City announces. The company will place four ships on each run within a period of eight months, and the ships will fly the Mexican flag, enroll and train officers and seamen for a Mexican merchant marine, carry all mails of the Mexican Government free and will make a discount of 75 per cent. to all Mexican immigrants.

On July 5, a fracas occurred on board the s.s. "Rotorua" while lying at Kiukiang discharging salt, the crew of the ship and the salt coolies coming to blows. A sailor was thrown overboard and drowned during the melee and the vessel hoisted the signal "Am attacked, warn armed assistance." H.M.S. "Woodcock," which was lying at the port, sent an armed boat's crew to the vessel and order was restored, but owing to the ugly mood of the salt coolies, it was found necessary to keep an armed guard on board until her cargo was discharged.

FOR BRITISH AND FRENCH BLIND SOLDIERS.

THE FRENCH EXHIBITION OF ARTISTS OF THE WAR.

Next Thursday 24th inst. in the City Hall (St. Andrew's Hall) at 5 p.m. will be inaugurated the French Exhibition of the Artists of the War with the presence of H.E. the Officer Administering the Government, H.E. the General in Command of the Troops in South China, and the French Consul, who have given their official patronage to this demonstration of Art and Charity.

The exhibition will remain open 5 days only: Thursday 24th from 5 to 8 p.m. and thereafter until the 28th included from 10 to 12 a.m. and from 4 to 8 p.m.

The admission fee will be one dollar, on the opening day as well as on the following days.

This Exhibition, which has visited almost all the world and has obtained everywhere a very great success, includes 500 pictures, oil paintings, drawings, sketches, water colours and cartoons: originals and reproductions, by the greatest French Artists, who while serving at the Front have tried to depict to the world their impressions of the great war. Here we have all the history of the great tragedy written and described through those drawings.

All the artists' names are of the most well-known to any art lover and they will surely attract a big crowd. We remember among them: Steinlen, Jonas, Forain, Poussot, Renouard, Panphin, Broquet, Bome, Bellecourt, Hansi, Gsell, and many more. That Steinlen, there, he is terrible. His work is strong.

And beside them the whole collection of the works by the great Dutchman, Raemaekers, whose cartoons made Maximilien Harden, the great German polemist, say that his drawings had done more harm to the Central Powers than ten defeats.

We may remember that only that collection when exhibited in London attracted in one week more than 300,000 visitors.

We hope that the Hongkong people will visit in great number this Exhibition; to go there is at the same time a tribute to the men who have fought as soldiers and as artists; it means to pay a tribute to the most unfortunate victims of the war: the blind of whom France has 55,000.

On a day so near to the Peace celebrations we must not neglect to help all we can those who gave more than their life to make us free from German danger.

All the works on exhibition are for sale, for their benefit, with prices fixed by the artists themselves.

CHINESE TELEGRAMS.

[Translated from the "Wah Tat Yat Po"]

PEKING, July 21. The President has issued a mandate abolishing the War Participation Bureau and creating the Frontier Precognition Bureau, appointing Tuan Ki-sui as Chief.

Owing to strong opposition the question of forming a New Cabinet is held up. The present Premier Kung Sam Chum will act indefinitely.

SHANGHAI, July 21. Wong Yap Tong will not accept the post of Chief delegate to the internal peace conference. The Peking government now intends to appoint Kung Sam Chum as Chief delegate and Kan Wan Pang the Minister of War as acting Premier.

The Cabinet telegraphed to Shum Chun Hsun on the 18th inst. that according to a telegram received from Luk Ching Chang, America assisted by Great Britain and France is doing her best to arrange a compromise regarding the Shantung question. The Peking government proposes to sign the Austrian peace treaty first and then submit its case to the League of Nations for decision.

Shanghai residents in Shanghai telegraphed Peking stating that as the Shantung question is to be fought out before the League of Nations, China must send a competent delegate for which Wong Ching Ting is the right man because the whole world admired him for the strong fight he made at the peace conference. Besides he has gained the confidence of President Wilson.

JAVA.

[China Mail Correspondence.]

It now turns out that the estimate of deaths due to the eruption of Kioet in Java was greatly exaggerated. The correct number is said to be about ten per cent. of the first figures.

The Rev. Dowding, late of Kowloon, has turned up in Java. Asked about Hongkong and the *China Mail* he didn't seem to remember much about it. His "urgent" departure for home due to domestic affairs (there was no row of any sort, they said) seems to have lost its urgency.

Mr. P.S. Chan, formerly of the Wansai Government School, is joining the staff of the Chinese English school at Semarang.

MATRICULATION EXAM DELAYED.

CRIBBING SUSPECTED.

When the Senior Matriculation Examination papers went up to the examiners for correction, candidates of certain schools were found to have surpassed themselves, especially in Mathematics. Foulplay was suspected, and then there was a hubbub. The matriculation examinations are held yearly at the Hongkong University under a vigilant staff of supervisors, and cheating should be out of the question. How then did the candidates produce such a lot of immaculate copies in reply to questions considered a bit stiff? The professors got suspicious and instituted a strict inquiry, but apparently without result. The students in question must have had a knowledge of the papers before they sat for the exam, was the generally expressed opinion. But then where did they get the information from? The exams, we understand, should have been concluded by Saturday, but in view of the Peace Celebrations were held over till yesterday. The candidates will now sit till Wednesday for a re-examination. This will also include the girl candidates who have not come under any suspicion. Hard lines on them. The junior candidates' exams will go on as usual.

LATER. It has been found that a syndicate was formed by students of certain local schools to buy the papers on the examination from the printers, Neronha and Co., who have been the printers for the institution since its inauguration. The printing contract guarantees integrity.

There is no doubt that the syndicate purchased the proofs of the papers for the examination. Mr. Macintosh the Registrar of the University said that the examination papers have been in the possession of some of the candidates before the sitting.

This was not discovered by the answers, as at first supposed, as they were not so very brilliant.

It appears that certain questions were given to a master of Queen College to work out the answers. The next day he found to his surprise that the same questions were set in the University papers.

He then communicated with the University, and it was discovered that a syndicate of candidates had put up \$500 to buy the printer's proof. There is no meeting of the University senate until to-morrow when they will approve or disapprove the registrar's action in the matter.

Pending the meeting he has re-set the examination papers and it will be typed in the University half an hour before the exam.

TREASON TRIAL IN EGYPT.

An important trial began recently at Minieh (Upper Egypt) of members of what was a kind of local Soviet, a self-constituted council which attempted to assume charge of the administration. The accused, six in number, are charged with high treason and 19 other offences against martial law. Four of the accused are defended by British counsel.

The evidence shows that one prisoner, Hetatah, preached in a mosque that there could never be any independence without bloodshed.

In seven cases military courts have pronounced the death penalty, but this was confirmed in four cases only, those of three murderers and a native who attempted to wreck a military train.

In many instances the condemned were notorious evil-doers. One of those executed was a brigand chief. Four of his followers received life sentences.

A great Cairo bully known as "Black Ali" has been sentenced to 7 years for extorting money from shopkeepers by threats of death.

Another Cairo received a similar sentence for demanding money for the "Black Hand."

HOUSING FOR MEN—AND BEAST.

Near Melton Mowbray there is a landed estate on which the housing problem is pretty tough. Servants are lodged in stables of a prehistoric type, converted (but still heathen) into a four-roomed cottage. The pantry is a coal-cellar without light or air. The lavatory arrangements are disgusting. "The bricks of the flooring rest in the mud, and mud oozes into the front room every time the bricks are cleaned. Through the crumbling fireplace come the rats. Walls rotten and disintegrated over the paper. But there are beautiful concrete stables—empty—and nicely constructed four-houses. Only the humans are badly housed."

Antonio Moreno with his favourite Edith Storey are appearing on the screen at the Hongkong Theatre on Wednesday (tomorrow) night in a powerful story of five parts. This is an exclusive Vitascope film, which the management of the Theatre has acquired for their show. Few comedies will be screened at intervals.

WHOSE OIL?

Is the State going to establish by law its ownership of all the mineral oil that may be discovered in the kingdom; or is petroleum to follow coal into the pockets of private owners?

Lord Cowdray's promising strike near Chesterfield revives the question acutely. Nine months ago the Government intended to pay landowners ninepence a ton in recognition of their ownership of a gift of nature of whose existence they were unconscious. Ninepence for nothing is a considerable dole. But the Government were defeated on the financial resolution to give effect to it. Mr. Long in his proper manner "would not make himself responsible for a Bill which did not offer royalties."

What landowner would? Nine months ago we were still at war and the Coal Commission had not been heard of. Now we have had the evidence of the duke, Ninepence a ton is a wider right than any they ever contemplated. Lord Durham's coal royalties average 53d., Lord Dymor's 43d., and Lord Durnaven is satisfied—presumably—with sixpence.

In the prospecting contract in which Lord Cowdray placed his geological data and his expert staff at the disposal of the Government, without charge, the question of royalties is not raised. But the "strike" in the Hardestoft bore has raised it.

If oil is to be got in payable quantity in this country the future of our Navy and Merchant Marine is bound up with this question of its ownership. The Government simply cannot afford to be ridden off again by the landowners. The State is the acknowledged owner of the precious metals, gold and silver. It has therefore a sound foundation for its claim to the far more valuable base mineral deposits. If an industrial State has oil it can always buy gold or its equivalent; but as the war showed us, gold will not always buy oil.

We may be on the brink of a great discovery. If it is made, it will have been made at the cost of the State—there is a million for Lord Cowdray's prospecting on the Estimates—and the asset should rightly remain national. Shadowy private claims should be waived in the national interest, and that decision should be ratified and registered by Parliament immediately, once and for all.—Daily Mail.

GERMANS AND PEACE TERMS.

The following has been sent to President Wilson and the Premier: "Sir—On the decisions of the next week or ten days depend the fate of millions of our fellow men, women, and children, especially children. We do not desire to make any comment on the terms of the Peace Treaty offered to Germany; they have not been made public, and we do not know them in their entirety. But whether they are just or unjust, wise or unwise, capable of being carried out or impossible of realisation, we do most earnestly urge you and on the other Allied Statesmen at Paris, that the German appeals for modification should be impartially and sympathetically considered, with the desire to meet them wherever possible. We believe that a peace willingly signed by the German Government as representative of the German people is of infinitely greater value than one forced on them by threats of famine, and a far better foundation for the new world order for which we are looking forward."

Loreburn F. W. Hirst
Buckmaster J. A. Hobson
H. M. Southworth Noel Buxton
Beauchamp Kate Courtney of
Parnoor Penwith
E. W. Barnes G. P. Gooch
H. N. Brailsford A. G. Gardiner
John Clifford George Paish
A. E. Garvie C. P. Scott
Sidney Webb J. L. Hammond
Beatrice Webb Louise Creighton
William Moore Ede Edwyn Bevan
F. B. Meyer

INJURY AND INSOLENT.

A bitter story is told by a widow woman of Britain. Having to work for herself and her young children, she has paid since the start her contributions to the National Health and Unemployment funds. Now out of work, she is refused the allowance she has paid for, because she could not accept a job at 14s. per week of seven days. She could not possibly pay rent and maintain two children on that. But it made no difference; there was no money for her—but she could have a card to obtain parish relief! To deny her just dues and then fling that insult in her face—such is the conscience of modern bureaucracy.

BLAZON TYPE NOT NECESSARY.

CHAMBERLAIN'S Call and Blazon as formerly a sign of the good line to attract the public eye. The simple statement that all chemists sell it is sufficient as every family knows its value. It has been used for forty years and is in what for name implies. For sale By All Chemists and Storekeepers.

CORRESPONDENCE.

THE RECEPTION AT GOVERNMENT HOUSE.

[To the Editor of the China Mail.]

Sir—That a prophet is not without his honour save in his own country was cynically illustrated at Saturday's reception at Government House. To Hongkong men returned from foreign service, when Captain Basil Taylor, R.N., Harbour Master, and of Hongkong—the only head of Government Department of this colony who saw service with the fighting forces of his country—was publicly thanked. Whatever the explanation of these honours for the omission to invite the senior officer of the Senior Service to attend at Government House in his capacity of a volunteer from Hongkong who had served overseas in the war, it could not excuse such an oversight; but the fact that no public apology for this public affront has yet appeared in the Press would seem to make a bad matter worse.

Captain Basil Taylor, although past military age when he volunteered, at a great pecuniary sacrifice, as the Government ought to know better than anyone else, since their failure to keep their promises to him is regarded to pay was the main reason for his financial loss. In April, 1915, having previously served as Master of the Hong Kong Court, in addition to his other duties, and was employed on duty in France and Italy from June, 1915, until some time after the Armistice. During this time he was twice invalided home, and discharging duties of active service, refusing more than one offer of an easier post at home or in the United States. During his three years in France, he organised or re-organised four ports, and had command of nine altogether, receiving the commendation of both the British and French officials for his tact and ability. In Italy he was in charge of the Convoy service of three ports, which he managed with such efficiency that he was recommended for the C.B. by the British Commander-in-Chief in the Mediterranean, and for an Italian Order by the Italian Authorities.

But the Hongkong Government's ignoring the war service of their one head of a Department who could claim such service is only the logical climax of a systematic belittling of the Harbour Department of this Colony, which has gone on for many years past and to which this seems a reasonable time to call attention.

In a place which owes its very existence to its Harbour and Shipping, it is simply ridiculous that the man in charge of this great port—the greatest in the world—should not have a voice in its governance, and be an official member of both the Executive and Legislative Councils. Yet since 1906, when Sir Matthew Nathan substituted the Chief of Police for the Harbour Master on the Legislative Council, the Harbour Master has had no voice in the law-making of this port. This anomalous state of affairs is as absurd as if in our Island Kingdom maritime affairs had no representative in the Cabinet. Sir Henry May, Colonial Secretary when this change was made, as he was when the Governor, Sir Frederic Lugard, sought the opinion of the Harbour Master, a highly-trained specialist in his Department, and built the new typhoon shelter at the wrong end of the harbour, where junks and sampans are obliged to beat up against the prevailing wind in a typhoon or else enter it some hours earlier than would be necessary had it been placed at the Western end. The value of the refuge is thus much lessened, and it is quite likely that in time to come another refuge will have to be built, entailing an enormous and needless expenditure of public money. In justice to Sir Henry May, however, it must be recalled that the busy scheme advocated by Captain Taylor as far back as 1901 was carried out in 1917 during his term of Governorship, and has resulted in a great increase in the revenue of the Colony, as well as facilitating the work and usefulness of the port and furthering the convenience of shipping. But through this instance can be cited to the contrary, it is unhappy true that a long series of official and personal slights to the Harbour Department from the Government of the Colony might be mentioned, many of them seriously injuring the harmonious carrying on of its highly responsible work. It was at one time actually suggested that a Civil Service Cadet should be appointed Assistant Harbour Master, but the ludicrousness of this idea struck even the official mind as being too great, and it was dropped.

In regard to pay, the same official antagonism and differentiation has always been shown, and when it is remembered that the Harbour Master is a Magistrate, and considering the British principle of high pay for those charged with judicial duties, the comparison is instructive. It should be remembered, also, that the Harbour Department brings in more revenue than almost any other.

In years gone by personal motives (not the less reprehensible) may have influenced the Government's attitude to the Harbour Master and his

THE CELEBRATIONS.

OPINIONS OF EMINENT CITIZENS.

The Hon. Mr. Lau Chi Pak speaking to a China Mail reporter said the celebrations were most satisfactory. Everybody, with few exceptions among the large and mixed Chinese community, took part. Mr. Lau said he had taken part in many celebrations in Asia but this was the best of all. It went off without any bad feeling and without any disorder. On the whole it was a great success.

Mr. Lau Chi Pak was of the opinion that the illuminations were not quite so good as at the Commemoration when they were more general and artistic and not so centred as on this occasion. He said that was due to the lack of electric current. During the Commemoration they could have all the current they wanted.

He concluded by saying that Kowloon was splendid on this occasion whereas they did little in the Commemoration celebrations.

Sir Paul Chater: It certainly was a huge success, but outside of that, I have nothing to communicate to the papers. You had better try somebody else.

Mr. Handberg, the French Consul-General, said everything was nice and much enjoyed. He said he had never seen such beautiful scenes as Hongkong presented at night on Friday and Saturday. Every praise was due to the police for the good order kept without a big display of police force. Mr. Handberg expressed himself delighted with Mr. McDowell's speech at the title on Saturday. It adequately represented the feelings of the people, and exactly coincided with the views of the French community. The French Consul-General also said that the French residents appreciated the invitation extended to Mr. Paul Bremer to be one of the judges of the harbor contest, and the great occasion given the Consul at the Hongkong Club on Saturday night.

Mr. H. H. Ritter, manager of the China Mail Steamship Company, said the celebrations were thoroughly satisfactory as a whole and a credit to the committee. It compared very favourably with any other place considering the lack of electric power. Mr. Ritter thought the fireworks poor and suggested they were old.

Mr. G. C. Moxon said he thought it was very good, and far away the best of anything of its kind during the time he has been in the Colony.

A POLICE-STATION INCIDENT.

Mr. C. G. Peabody, A.S.P., was showing a number of recruits of the Chinese Police force how to blow a whistle this morning. He blew three shrill blasts by way of demonstration. The whole of the Indian and European force in the Central Police Station immediately turned out. The C.S.P. also came out to see what the rumpus was about. Mr. Peabody had achieved a successful demonstration.

Department, but it is surely time for this to stop, and while Saturday's incident was insignificant in itself—since Captain Taylor's war service has been fittingly acknowledged by his promotion to the rank of Captain, and in other ways, by the proper authorities—it is to be regretted that the Government of this Colony did not then honour itself by a public acknowledgment of its debt to its one head of a Department when they could so honour, and begin a new Peace regime in which the representative of the port and shipping should have his proper place in the Councils of this Colony—since, if there were no port or shipping, no function of Government would be required, as there would be no Colony—Yours, etc.,

ANOTHER WHO HAS SERVED OVERSEAS.
Hongkong, July 21, 1919.

THE HO KONG TONG INCIDENT.

[To the Editor of the China Mail.]

Sir—The mighty account of the celebrations of peace in your last evening's paper must have been read by all with extreme delight but the part where the regrettable incident mentioned, is really disgusting on the part of that cynical policeman. If the Hon. C.S.P. had given him the order to patrol the crowded streets in his machine, the former should have taken up the responsibility for the accident to Mr. Ho Kong Tong; as he knew very well that there would be dense crowds gathered. The policeman if he had actually said words of the kind as mentioned in the paragraph, would no longer be serviceable.—Sincerely yours,
M. T. S.

Hongkong, July 22, 1919.

FOUND SHOT IN BED.

TRAGIC DEATH OF MR. J. R. BROOKE.

We much regret to record the death under tragic circumstances of Mr. J. R. Brooke, assistant superintendent in charge of the Monopolies Department and factory at Teluk Blangah. Mr. Brooke was found lying on his bed yesterday evening, says the Straits Times of July 10, with a revolver clenched in his right hand and a bullet in his brain.

The deceased had his residence at the factory and with him lived his friend Mr. H. Carmichael, the Municipal Assessor. About six o'clock yesterday evening Mr. Brooke went to his room saying he wanted to lie down. Later Mr. Carmichael went up and found him lying on the bed apparently asleep and decided not to disturb him. Going up again shortly before ten o'clock he found Mr. Brooke still seemingly asleep, but on touching him Mr. Carmichael was horrified to find him dead. A revolver was firmly clenched in his right hand, and he had been shot through the mouth, the bullet lodging in the brain. Mr. Carmichael had not heard a shot fired or any sound to indicate that anything had occurred. Mr. Brooke had complained of not being well and suffering from sleeplessness.

A post mortem examination is being made today, and the Coroner, Dr. T. Murray Robertson, will hold an inquest to-morrow morning. The funeral takes place this afternoon at five o'clock at the Blakely Cemetery.

The late Mr. Brooke, who was a Fellow of the Institute of Chemists, a Fellow of the Chemical Society and a member of the Society of Public Analysts (London), was born in November, 1875, and came out to the East as an analyst for the Straits Trading Company and joined the Government service in 1900 as assistant Government Analyst and Opium Inspector, Singapore. In 1909 he went to Penang as deputy Government Analyst but returned within a few months for special duty in connection with the taking over of the Opium Farm by Government after which he was appointed assistant Superintendent, Chinese and Tiquos Revenue, a post which he held up to the time of his death. Deceased was a prominent Freemason in Malaya, having held office in District Grand Lodge, District Grand Chapter and other Masonic bodies where his genial presence will be greatly missed. He was unmarried.

CHINESE BROKER IN TROUBLE.

Ho Chuk Ting, of No. 4 Circular Pathway, described as a broker, was charged before Mr. E. E. Lindell with stealing a document, to wit, a contract made out between Messrs. Manners Buchan, Ltd., and the Chan Firm of 18 Wing Lok Street.

Mr. W. B. Hind prosecuted, and Mr. Hall, of Messrs. Wilkinson and Gird, defended.

Hearing was adjourned.

WHEN YOU EAT TOO MUCH.
DISTRESS in the stomach after eating is relieved by taking one of Chamberlain's Tablets. Try it the next time you eat more than you should. For sale by All Chemists and Storekeepers.

DEATH OF CAPT. NELSON.

WELL-KNOWN PACIFIC MAIL CAPTAIN.

Capt. Andrew V. Nelson, commanding officer of the Pacific Mail liner "Columbia" which left here on May 31 for America, dropped dead of apoplexy on the gangway of the vessel just after she docked at Pier 44, San Francisco, on the morning of June 18 last.

Capt. Nelson, as commodore of the trans-Pacific fleet of the Pacific Mail S.S. Co., was one of the oldest skippers of the Company and was highly thought of by his many friends in various parts of the East and on the American coast.

Because of his book, "Yankee Swanson," he was known under that name. Capt. Nelson who was born in Sweden over sixty years ago, rose to his position from a cabin boy on a fishing vessel in the North Sea. He is survived by a widow and two sons, living in Berkeley, Cal.

TO-DAY'S ADVERTISEMENTS.

THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending June 30, 1919, will be PAYABLE on TUESDAY, August 5, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, July 30 to TUESDAY, August 5, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors.
JOHN ARNOLD,
Acting Secretary.

Hongkong, July 22, 1919.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT.)

ON
MONDAY,
July 22, 1919, at 10.30 a.m.,
at No. 2 Amal Villas, Kimberly Road, Kowloon.

THE

Valuable Household Furniture, therein contained.

Comprising:—
Stained Teak Hall Cabinet, Tables, &c., Chesterfield Sofas, Arm-chairs, &c., Blackwood and Cherrywood Chairs, Tables, Cabinet, Music Seat and Teapots, Silk embroidered Pictures and Engravings, Fender and Fire Brasses, Green Carpet 15 x 12 with Rug (nearly new), Stained Teak Dining Room Suite and Bookcases, Crockery, Glass and Plated Ware, Brass Bedstead, Large & Small Armchairs, Linen Press, Toilet Tables, Washstands, &c., Bed and Table Linen and Mosquito Curtains.

Also
Piano by Montic, Columbia Gramophone with Records, Milners Fire Resisting Safe, Enamelled Bath, American Ice Chest, Electric Fittings and 3 Bicycles.

(Full Particulars from Catalogue).
On view day of sale.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, July 22, 1919.

TO-DAY'S NEW ADVERTISEMENTS.

THE ALEXANDRA CAFE
(OPEN TILL MIDNIGHT.)

Noted for:—

THE BEST TIFFINS AND DINNERS.
FILLET HADDOKS.
ICES AND ICED DRINKS.
CAKES AND PASTRIES.

Dinner and Picnic Parties catered for.
A European Café under European Supervision.

Tel. 909.

Tel. 909.

G. R.

BOSTOCK'S
ROYAL ITALIAN CIRCUS.

OWING TO LATE ARRIVAL OF BOAT
THE ABOVE CIRCUS WILL PLAY

ON

WEDNESDAY,

at 5 and 9.15 p.m.

AT

MING YUEN GARDENS.

NOTICES.

WE HAVE SEVERAL SHAPES
IN GENTLEMEN'S

WHITE CANVAS
SHOES

WITH LEATHER & "ARMORTRED" SOLES.

"ARMORTRED" SOLES ARE FLEXIBLE—
WATERPROOF—NON-SLIPPING AND
VERY HARD WEARING

SHOES \$10.50—BOOTS \$11.50 per pair.

"KEDS"

A LIGHT AND DURABLE SHOE IN WHITE
CANVAS WITH WHITE CORRUGATED RUBBER
SOLES FOR TENNIS AND OTHER GAMES.

ALL SIZES \$3.75 per Pair.

LANE, CRAWFORD & CO.

NEW COLUMBIA
RECORDS.

A 5930 {POOR BUTTERFLY ...
YOU AND I ...
A 6029 {JUST A BABY'S PRAYER ...
SOME NIGHT ...
A 6062 {WHILE THE INCENSE IS BURNING ...
TRES BIEN ...

THE ANDERSON MUSIC COY. LTD.

(THE COLUMBIA SHOP)

19, DES VOEUX ROAD.

TEL. 1392.

THE
HERRING-HALL-MARVIN
SAFE

STANDS UNEQUALLED IN THE WORLD TO-DAY.

ALL SIZES IN STOCK—PRICES ON APPLICATION

MUSTARD & CO.,

4, DES VOEUX ROAD CENTRAL.

TELEPHONE 1186.

AGENTS in HONGKONG, AMOY, SWATOW AND CANTON:
BRITISH AMERICAN TOBACCO CO.

For Constipation, Liver Disorders and
Bilious Complaints
Relieves
GOUT and RHEUMATISM
and prevents
INDIGESTION.

AQUAPERIA.

BOTTLED AT
HARBOR SPRING, ENGLAND.

FOR SALE AT THE COLONIAL DISPENSARY.
14, Queen's Road, Central. Telephone No. 1877.

BURGOYNES Pty., Ltd.

SPECIALLY SELECTED
BURGUNDY.

WINE GROWERS TO
H. M. THE KING.

Note the Great Reduction in Price:

Burgundy Reserve per case 1 doz. Quarts duty paid \$20.
" 2 doz. Pints \$21.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.,
WINE MERCHANTS,

Tel. No. 185

4, QUEEN'S ROAD, CENTRAL.

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.SAILINGS FOR
MARSEILLES & LONDON.
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	leave Hong- kong about	Due Marseilles about	Due London about
"MELWARA"	27th July	with transhipment 28th September	at Bombay 7th October
"MAGAYA"	28th August		

FOR
BOMBAY VIA STRAITS AND COLOMBO.

S.S.	leave Hong- kong about	Due Bombay about
"MELWARA"	27th July	14th August

FOR
CALCUTTA VIA STRAITS AND RANGOON.

S.S.	leave Hong- kong about	Due Calcutta about
"JAPAN"	27th July	18th August

FOR
SHANGHAI, KOBE AND YOKOHAMA.

S.S.	leave Hong- kong about	Due Shanghai about
"MAGAYA"	27th July at Noon	

Wireless on all steamers.
For PASSENGER RATES, HAND-BOOKS FREIGHTS, etc. apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

FOR VANCOUVER AND SEATTLE.

Space and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING CARGO through Bills of Lading to SOUTH AFRICAN PORTS
with transhipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES

Sailings from Hongkong.

For freight & for other particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

JAVA PORTS.	
HOKUTO MARU	on 27th July.
JAPAN PORTS.	
BANRI MARU	on 28th July.
BORNEO MARU	on 28th Aug.
HOKUTO MARU	on 9th Sept.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.	
AMAZON MARU	Tuesday, 12th August.
AMAL MARU	Friday, 28th August.
GENOA & BOMBAY—Monthly service, taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamers.	
BURNES AIRS, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN VIA SINGAPORE.	
HAWAII MARU	End of July.
BOMBAY COLOMBO—Regular fortnightly service via Singapore.	
INDUS MARU	Friday, 25th July.
KASADO MARU	Wednesday, 10th August.
BAIGON, BANGKOK, SINGAPORE—Regular monthly service.	
UNNAN MARU	Friday, 1st August.
SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z., and ADELAIDE.	
VICTORIA, VANCOUVER, SEATTLE, TACOMA.	
Regular fortnightly service, calling at intermediate ports in Japan and taking cargo to OVERLAND PORTS via connection with Chicago, Milwaukee and St. Paul Railway.	
AFRICA MARU	Monday, 18th August.
JAPAN PORTS—ROBE.	
BURMA MARU	Thursday, 31st July.
KEELUNG, TAKAO VIA SWATOW, AMOY.	
These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive and depart from the CHINA WHARF.	
For TAKAO via SWATOW and AMOY.	
For KEELUNG via SWATOW and AMOY.	
For KAUO MARU	Sunday, 27th July, at 10 a.m.
For sailing dates and further particulars please apply to—	
Y. YASUDA, Manager.	No. 1, Queen's Building.

KAIPING COAL

FOR ALL
INDUSTRIAL AND HOUSEHOLD PURPOSES
FOUNDRY AND SMELTING COKE
FIREBRICK AND FIRECLAYFOR ALL INFORMATION APPLY TO
DODWELL & CO. LTD., QUEEN'S
BUILDINGS HONGKONG, OR
KAILAN MINING ADMINISTRATION
TIENTSIN, NORTH CHINA

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	TELETYPE	TO
NEWCHWANG	TIENTSIN	July 24, Daylight
NEWCHWANG	KANSU	July 24, Daylight
SHANGHAI	TEAN	July 24, Daylight
HOIHOW, PAKHOI & HAIPHONG	SAIGON	July 24, at 5 p.m.
WUHAIR, CHEFOO & TIENTSIN	HUICHOW	July 25, at 3 p.m.
SHANGHAI	SUICHOW	July 25, at 3 p.m.
SHANGHAI & TSINGTAO	YINCHOW	July 27, Daylight
SHANGHAI	SHENKANG	July 28, at Noon

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation amidships. Electric Light and Fans in Saloon and
State-rooms. Regular scheduled service between Canton, Hongkong, Shanghai
(three weekly) and Yantai (weekly), taking cargo on through Bills of Lading
to all Yantai and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transhipment at Woosung.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO
SINGAPORE & PENANG	CHUNSHANG	THURSDAY, July 24, at 3 p.m.
SHANGHAI	HANGSANG	FRIDAY, July 25, Daylight
MANILA	LOONGSANG	FRIDAY, July 25, at 3 p.m.
SHANGHAI	KWONGSANG	SUNDAY, July 27, Daylight
YOKOHAMA & KOBE	FOOKSANG	SUNDAY, July 27, Daylight
STRAITS & CALCUTTA	CHANGSANG	TUESDAY, July 29, at 3 p.m.
YOKOHAMA & KOBE	YATSEING	TUESDAY, July 29, at 3 p.m.
MANILA	YUENSANG	FRIDAY, Aug. 1, at 3 p.m.
KOBE	KUMSANG	SATURDAY, Aug. 2, at 5 p.m.

CALCUTTA LINE—This line has now been re-organized and affords regular sailings to Calcutta
via Singapore and Penang. Steamers on this line have excellent passenger accommodation, are fitted with Electric Light
and Fans and carry a fully qualified Surgeon.
SHANGHAI LINE—Sailing approximately every five days between Canton and Shanghai,
sometimes calling at Swatow.
Steamers on this line have a limited amount of passenger accommodation, and through tickets
can be obtained for Northern and Tientsin Ports via Shanghai. Through Bill of Lading
are issued to all Northern and Tientsin Ports.
MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger
accommodation; sailings from both ports every Friday.
HAIPHONG LINE—Sailing approximately weekly for passengers and cargo, calling at
Haiphong and Swatow.
BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having
up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and
Labuan.
TIENTSIN LINE—A regular service is run from March to October between Hongkong and
Tientsin, calling at Weihaiwei and Chiao.
Under State Government Passenger Regulations. All European Passengers, leaving the Colony
for Straits Settlements, are required to produce on arrival at destination passports with their
Photographs and description attested thereon.
For Freight or Passage, apply to—
Tel. No. 215.THE GENERAL MANAGERS
JARDINE, MATHESON & Co., Ltd.THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers.

S.S. "WEST MONTANA"	will be despatched on or about July 18.
For SEATTLE, TACOMA & PORTLAND.	
For SEATTLE, TACOMA, VICTORIA, VANCOUVER.	
"WESTERN KNIGHT"	About August 10.
"ELDRIDGE"	About August 15.
"WEST ISLAY"	Late August.
"HARBURN"	Middle September.
For PORTLAND direct.	
"COAXET"	About August 25.
Through Bills of Lading issued to Overland Common Points.	
FOR FREIGHT AND PARTICULARS APPLY TO:	
THE ADMIRAL LINE,	
JOHN J. GORMAN, GENERAL AGENT.	
Telephones 2477 & 2478.	Fifth Floor, Hotel Mansions.

DOYO KISEN KAISHA
SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.	
Steamers	Leave Hongkong.
"SIBERIA MARU"	20,000
"SHINYO MARU"	22,000
"PERSIA MARU"	9,000
"KOREA MARU"	20,000
"NIPPON MARU"	11,000
"TENYO MARU"	22,000

* Omitting call at Shanghai. * Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SALINO OBIS, BALBOA,
CALLAO, ABRICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong
ANYO MARU	18,000	Sept. 10th.
BEIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,500	

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd.
and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—
T. DAIGO, MANAGER,
KING'S BUILDING.

Telephone Nos. 2374 and 2375.

Koninklyke Paketvaart Maatschappij.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA).THE Steamship
"VAN WAERWYCK"will be despatched on the 17th August to—
SINGAPORE, PENANG and BELAWAN D.F.I.
This vessel offers excellent cabin accommodation for Saloon-passengers.
Wireless telegraphy.
For Freight and Passage apply to—
JAVA-CHINA-JAPAN LIJN,
Telephone No. 1574.

SHIPPING

C. P. O.S.
HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Maji) Kobe & Yokohama)

STEAMERS	FROM HONGKONG	TO VANCOUVER
Empress of Asia	Aug. 7	Aug. 25
Monteagle	Aug. 9	Sept. 3
Empress of Japan	Aug. 20	Sept. 10
Empress of Russia	Sept. 2	Sept. 22
Empress of Asia	Oct. 7	Oct. 1
Empress of Japan	Oct. 9	Oct. 20
Empress of Russia	Oct. 16	Nov. 8
Monteagle	Oct. 30	Nov. 17
Empress of Asia	Nov. 18	Dec. 9
Empress of Japan	Nov. 27	Dec. 15
Empress of Russia	Dec. 11	Jan. 1
Empress of Asia	Dec. 23	Jan. 13

PARES HONGKONG TO UNITED KINGDOM.
"EMPEROR OF RUSSIA" Gold 1st. Subject to change
"EMPEROR OF JAPAN" Gold 2nd. without notice.
"MONTAGLE" Gold 3rd.CANADIAN NEW TRAIN DE LUX
THE TRANS-CANADIAN LIMITED
Vancouver to Montreal 83.15 hours.For particulars regarding passenger fares, sailings and other details of the service, apply to the General Agent, Canadian Pacific Ocean Services, Ltd., 100, Queen's Road Central, Hongkong.
P. D. SUTHERLAND, General Agent, Passenger Dept.
J. W. WALLACE, General Agent.HONGKONG.
CANADIAN PACIFIC
OCEAN SERVICES

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers. Electric Light and Fans in Saloons
and Salmos. Excellent Cuisine.SWATOW, AMOY & FOCHOW
AND RETURN.
(Occupying 9 to 11 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAITAN	Capt. A. H. Stewart	TUESDAY, 22nd July at 1 p.m.
QUINNEBAUG	Capt. Medias	FRIDAY, 25th July at 11 a.m.
HAIRONG	Capt. J. W. Evans	TUESDAY, 28th July at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSENGER apply to—
DOUGLAS LAFRAIK & Co.
General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.
"NANKING" (15,000 tons, American Registry). "CHINA" (10,200 tons, American Registry).SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" August 19th, 1919. "CHINA" September 11th, 1919.

AN UNSUBSIDIZED HIGH CLASS
PASSENGER SERVICE.O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Lee House Street. Tel. 1934.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE
TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.From Hongkong: PROPOSED SAILING, Connecting with From Colombo:
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS en route and affording the Quickest Freight
Transport from the ORIENT to SOUTH AFRICA.For dates of departure, Rates of Freight, apply to—
THE BANK LINE, LTD."ELLERMAN" LINE.
(Ellerman & Bucknall Steamship Co. Ltd.)JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED.For STEAMERS SAILING.
Subject to change without notice.Or to RHEISS & Co., Chartered. THE BANK LINE, LTD.
General Agents.

THE SIAM STEAM NAVIGATION CO.

S.S. "VALAYA"

The above Steamer leaves for Bangkok about THURSDAY,
July 24. Splendid accommodation for First Class passengers
available. Apply
THORESEN & CO., Agents,
Queen's Buildings.

Phone 450.

SCOTTISH LETTER.

UNION OF THE SCOTTISH
CHURCHES.

[From Our Own Correspondent.]

May 23.

Definite steps have been taken by
the General Assembly of the Church
of Scotland and the United Free
Church on the question of Union.
In both the Church Courts over-
whelming majorities voted for "de-
termining" in its favour.The finding of the Church of Scot-
land Assembly is to the effect that
the new draft Articles of the
Church. In the event of the major-
ity of the Presbyteries "entirely
approving" of the Articles—and that
the majority will signify approval
may be taken as granted—the Gov-
ernment of the day will be approach-
ed in regard to legislation necessary
with a view to Union.The deliberation adopted by the
United Free Assembly cordially wel-
comes the new Articles, recognising
that by them the continuity and
identity of both Churches would be
maintained and that the United
Church would bear the character of
a purely spiritual institution, in no
sense deriving powers from or con-
trolled by the State. As regards the
problem of State endowments, the
Assembly sincerely trusts that an
equitable settlement can be reached
of which they can approve, and
which will be satisfactory to the
Church of Scotland and to the
nation.RAILWAY OFFICERS FOR
CHINA.Mr. W. H. Steel, who left the
service of the Caledonian Railway
Company eleven years ago to become
assistant traffic manager of the
Peking-Mukden Line of the Chinese
State Railways, and who was ap-
pointed manager of that system last
October, has called to a former col-
league in Glasgow to select five men
for vacancies on his staff. The
choice has fallen on Mr. Andrew
Dinnie, to be assistant traffic man-
ager; Mr. Joseph Tait, to be audit
inspector; Mr. James Park and Mr.
Edward Palmer, to be traffic inspec-
tors; and Mr. Robert Hall, to be
chief audit accountant. All these
are Caledonian Railway men.GREETING FROM CHINESE
PRESBYTERIANS.In the General Assembly of the
Church of Scotland one of the in-
cidents of "Foreign Mission Day"
presented to the Moderator a letter
conveying fraternal greetings from
the Presbyterian Church of China.
Dr. Ogilvie emphasised the signifi-
cance of the little episode—greetings
from the Church in China to the
Church in Scotland. After a pause
there was a burst of hearty cheering
from the members of the Assembly.
The document was written in Chi-
nese characters on paper of a vivid
red colour.A similar address was presented
in the Assembly of the United Free
Church, and was received with great
cordiality as from "the youngest
General Assembly in the world."

AN EXAMPLE FROM CHINA.

Dr. Ogilvie made a neat point in
connection with the presentation of
this address from China. There
were many evidences of increased
unity in the native mission field, he
said; the Churches in China had now
all united in one Presbyterian
Church; and if in China in eleven
years they could bring ten Presby-
terian Churches together, then the
East had still got something to teach
the West.

THE TCHANG MISSION.

In the course of an address to the
Church of Scotland Assembly, the
Rev. Forbes S. Tocher, M.C.,
Tchang, deplored the fact that the
members of that mission were
isolated in the middle of China.
The future of the world rested far
more with China than with Africa;
and extension of their work in China
was desirable. They should face the
task of converting the Tchang Mis-
sion into a China Mission.INEFFICIENT MISSION
SCHOOLS IN MANCHURIA.The Assembly members of the
United Free Church were told by
the Rev. D. T. Robertson, Principal
of the Arts College, Moukden, that
the Church system of education in
Manchuria was inefficient. It was
unworthy of their cause, and was in
a dying condition. Christian schools
in Manchuria were housed in build-
ings considered inferior by the native
mind, the interiors were badly kept,
the equipment was of a low grade,
and the teachers were mostly drawn
from the class of men who accepted
low wages. If there was to be a
lightening of labour conditions gener-
ally, the conserving of mankind's
progress by the realisation of the
covenant of peace, they must have
conductors in China, knowing us in
direct, intimate and impassioned ser-
vice. The education of China in
genuine sentiments could only be
brought to an early consummation
by the efforts of Christian youth.LORD LEVERHULME AND
HARRIS.The purchase by Lord Leverhulme
of the southern portion of the Island
of Lewis makes him the second
largest land proprietor in Scotland,
the largest proprietor being the Duke
of Sutherland. South Harris is
practically an island; it is connect-
(Continued on Page 5)

P. & O. BRITISH INDIA & APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

MARSEILLES AND LONDON

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
NAGOYA	25th August	25th September	7th October

BOMBAY via STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
DILWARA	25th July	14th August

CALCUTTA via STRAITS and RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
NAGOYA	25th July at Noon	16th August

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about
NAGOYA	25th July at Noon

Tickets Interchangeable.
P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or the Orient Company's steamers between Singapore and Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Calcutta.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge.
Steerage and Dining rates are liable to be altered without notice.

NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
For Further Information, Freight Rates, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

Agents.

M. H. ING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1118.
25, Wing Woo Street, Central.

N. Y. K. NIPPON YUSEN KAISHA.

SALES FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

SUWA MARU ... Tuesday, 26th August, at 11 a.m.
RASHIMA MARU (calling Manila) ... Saturday, 23rd August, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez Port Said & Marseilles.
SADO MARU ... Friday, 25th July, at Noon.
KITANO MARU (calling Malacca) ... Friday, 25th August, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKO MARU ... Monday, 29th July, at 11 a.m.
AKI MARU ... Wednesday, 29th August, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora, San Francisco, Panama & Colon.
TOYAMA MARU ... Wednesday, 23rd July.

BOMBAY & COLOMBO via Singapore.
TOSHIN MARU ... Thursday, 31st July.
TOSHI MARU ... Tuesday, 12th August.

CALCUTTA & RANGOON via Singapore & Penang.
CALCUTTA MARU ... Saturday, 26th July.
YEBOSHI MARU ... Sunday, 10th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU ... Saturday, 23rd August, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
KIRIN MARU ... Wednesday, 23rd July.
IYO MARU ... Thursday, 7th Aug., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.)

For further information apply to—
NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

Telephone Nos. 202 & 203.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS AND SHIPBUILDERS, BOILER-MAKERS, BRASS AND IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 200 foot long.
Town Office: 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipyard: Sheen-Sui-Po, Kowloon, Hongkong. Telephone No. 3.
Estimates furnished on application.
WONG PING WA, Manager.
Hongkong, April 1, 1912.

DESTINATION.	VESSEL'S NAME.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Shinyo Maru	Toyo Kisen Kaisha	On 12th August.
San Francisco via Shanghai, Japan &c.	Persia Maru	Toyo Kisen Kaisha	On 18th August.
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co., Ltd.	On 19th August.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 19th August.
San Francisco via Shanghai, Japan &c.	Nanking	The Admiral Line	On 19th August.
San Francisco via Shanghai, Japan &c.	Wagons	Wagons	On 19th August.
San Francisco via Shanghai, Japan &c.	Admiral	Admiral	On 19th August.
San Francisco via Shanghai, Japan &c.	Empress of Asia	Empress of Asia	On 19th August.
Kobe	Rockaway	Rockaway	On 19th August.
Australian Ports via Manila	Argo Maru	Argo Maru	On 19th August.
Australian Ports via Japan	St. Albans	St. Albans	On 19th August.
New York via Panama Canal	Gibbs	Gibbs	On 19th August.
San Francisco	Shanghai	Shanghai	On 19th August.
Nagasaki, Kobe & Yokohama	Nagasaki	Nagasaki	On 19th August.
Shanghai, Kobe & Yokohama	Shanghai	Shanghai	On 19th August.
Singapore, Penang & Bala	Singapore	Singapore	On 19th August.
Keelung via Swatow, Japan &c.	Keelung	Keelung	On 19th August.
Swatow, Amoy & Fuchow	Swatow	Swatow	On 19th August.
Manila	Manila	Manila	On 19th August.
Java	Java	Java	On 19th August.
Singapore, Colombo & Bombay	Singapore	Singapore	On 19th August.
Bombay & Colombo via Singapore	Bombay	Bombay	On 19th August.
London via Suez, France &c.	London	London	On 19th August.
Mauritius, Deception Bay, Durban	Mauritius	Mauritius	On 19th August.

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yer Molek (\$1)	2.35	2.45
Ayer Panas (\$5)	11.25	11.75
Balagowla (\$1)	5.15	5.50
Bassett (\$1)	1.05	1.15
Batang Pagar (\$10)	13.75	14.50
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Bukit Jelutong (\$1)	0.60	0.70
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Bukit K. B. (\$1)	0.05	0.75
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Changkat S'rang (\$5)	7.50	7.75
Chongly P. (\$1)	2.45	2.60
Haytor (\$5)	7.00	8.00
Indragiri (\$5)	7.40	7.60
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Jimah (\$1)	1.50	2.00
Kanawan (\$9)	4.10	4.75
Kedah (\$1)	3.55	3.75
Kedondok R. (\$5)	6.35	6.65
Kempas (\$5)	7.00	8.10
Kilang (\$5)	3.75	6.25
Lunas (\$5)	6.00	8.25
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Malaka (\$2)	0.75	0.85
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Negeri Sembawang (\$2)	7.75	8.10
Nyalas (\$5)	12.00	13.00
Pajim (\$5)	1.35	1.45
Pantai (\$1)	2.55	2.75
Perit Perak (\$1)	2.40	2.60
Perak River (\$1)	3.40	3.75
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Sungei Perak (\$1)	0.60	1.05
Tambak (\$1)	16.50	17.50
Tajah (\$10)	11.25	11.60
Telik Anson (\$5)	1.25	1.35
Temerloh (\$1)	1.15	1.20
Trafalgar (\$2)	0.90	1.00
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NAME OF DOCK OR SLIP	LENGTH OF DOCK OR SLIP	ENTRANCE BREADTH	DEPTH OVER SLIP AT LOW TIDE	RISE OF TIDE	SPRINGS	NEAPS
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 pho-g-vi-Hoi-w-Lapque & Co.
 (HE NG-H NG), " " " " "
 Tie-Big-ti-Wing-i-and-the-o
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 CHOMRANG, Brit., 8 a.m., for Shang-
 h-i-v-Swato, J. & Co.
 QUUK-HA G. Chi, 7 a.m., for
 Quinlan, Que-Chen, Lee,
 HA TAN, Brit., 9 p.m., for Foo-
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